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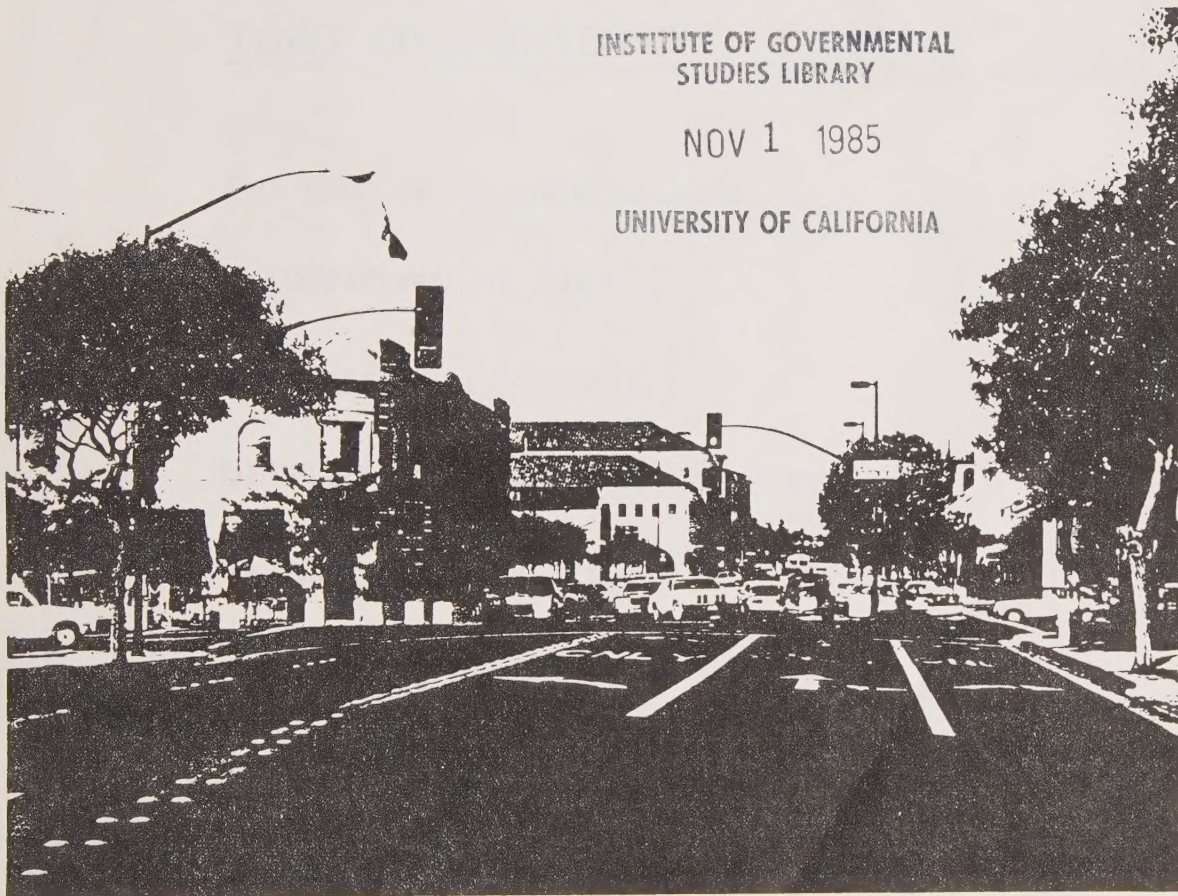
C O N C O R D

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C O N C O R D

URBAN DESIGN MANUAL

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INTRODUCTION

The Urban Design Manual for
Concord, California

PRELIMINARY DRAFT

Written by ELS Design Group
For the Concord Redevelopment Agency
April 1985

The Concord Urban Design Manual is a tool to be used in achieving an excellent environment in the downtown. The manual is for the use of the City's elected officials, its professional staff and its appointed Commissions and Boards. Its purpose is to guide public policy, to set priorities and to provide guidance for proposed building projects in the downtown. The manual is also for private developers, institutional sponsors, and individuals who, by their acts of building in the downtown, effect the quality of Concord's urban environment.

The manual addresses the physical environment on several levels. It speaks to the form and texture of the public streets, sidewalks, and open spaces. It indicates where vehicles and pedestrians should be. It talks about the location of strategic activities like retail shops, hotels, cultural facilities, and housing. It provides guidance for the shaping of open space and landscape treatment. And it proposes architectural considerations for buildings in the downtown.

The manual treats some issues generally, while others are given precise specification. The difference is due to the varying nature of aspects of urban design and the ephemeral character of pronouncements about the future of downtown.

The urban design manual is intended to be an open ended document. It invites change and refinement as experience with its use suggests new concepts or invalidates old ones. The manual is a tool, not a static master plan. It does not propose a final design for downtown, but it does create design regulations and guidelines which establish a direction for future projects. The manual does not require change to occur at any specific rate, but rather it provides guidance for change at whatever rate the City deems appropriate. The manual is not a land-use plan specifying uses for every parcel, but it does suggest appropriate uses for several downtown blocks. Perhaps, the most important feature of the urban design manual is that it suggests an image for the future of the downtown.

THE FUTURE OF DOWNTOWN

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April 1985

In recent years, downtown Concord has been changing from a small town within a suburban community to a small urban environment within the growing metropolis of Contra Costa County. Because of downtown Concord's location and role within the Central Contra Costa Country area, the trend may be for downtown to continue to change in the decades to come. This growth brings a need to alter preconceptions and arrive at a new image for the downtown. What should this image be?

Heretofore the image of downtown has been that of a small town. The form of the town has relied on low buildings, low site utilization, and architectural idioms from Victorian and Spanish Colonial influences. A new downtown must keep what is good and familiar from the past, while permitting new ingredients.

A new image calls for a new interpretation of what a small California city can be. The urban prototype of the past are not sufficient as models for Concord's future. America's urban prototypes are basically 19th Century industrial cities (e.g., San Francisco, Chicago, and Cleveland), which are not appropriate patterns for Concord's needs. An image for Concord is one of an emerging California urbanism, which responds to western lifestyles, the California climate and its traditions, the post-industrial information age, and the history and geography of Concord.

Throughout the more than two years of planning and preparation of this urban design manual, at many public meetings and in many private conversations, people have expressed what they like about downtown and what they foresee for its future. The sum of these conversations suggest the new image, which has evolved for the downtown:

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The center of downtown will be green with trees, lawns, and flowering plants. Todos Santo Plaza, its neighboring blocks and the Bank of America campus will provide extensively landscaped, pedestrian spaces in all or part of eight city blocks in the core of downtown. The downtown green spaces will be defined by continuous colonnades at the street level of buildings along Grant, Salvio, and Galindo Streets. Grant Street will be specially designed for pedestrians and limited vehicular access, connecting Todos Santos Plaza to the BART station. It will be lined with shops and cafes and will feature outdoor art and fountains.

Buildings around Todos Santos Plaza will continue to be low in height. Taller buildings will be clustered around the BART station. New and old buildings will house hotels, offices, shops, restaurants, theaters, and housing in an exciting downtown with a relaxed and humane atmosphere.

DOWNTOWN IN 1985

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April 1985

Concord's downtown in 1985 is in a state of transition. The visible environment is contradictory. New projects under construction are juxtaposed with older buildings, some in need of tenants. The Bank of America complex is nearing completion, but its tower stands across the street from older single-family bungalows and small offices. The Tishman office tower will soon replace these houses, completing the setting in the immediate area. A few blocks away; however, the drama of change and transition is repeated around Todos Santos Plaza. The new Salvio Pacheco Square building sits among older deteriorating facilities as well as restored buildings with viable uses and a new City parking structure.

Since Concord's downtown is currently undergoing significant change, the downtown is in a state of disequilibrium and does not look as it should. The immanence of change can be frightening, but the clock cannot be turned backward. Equilibrium can only be achieved by going forward, but growth at any price must be avoided. Quality in the downtown environment is mandated by a concerned citizenry and a progressive city government. The Urban Design Manual and the more than two years of planning with the citizens and government to create the manual are attempts to ensure quality and equilibrium in the future of downtown Concord.

The map shows the view of downtown Concord in 1985. Its purpose is to register the image at a point in time, in order to have a yardstick to compare with later periods in the transition of downtown.

STREETSCAPE CONCEPTS

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The Streetscape Concepts map illustrates perhaps the most important ideas of the urban design manual, those having to do with the treatment of the streets, sidewalks, and public open spaces. The design of the streetscape, more than many other characteristics, indicates the quality of the downtown and the attitude of the City towards the urban environment of its inhabitants.

The map illustrates six primary sets of concepts:

1. It shows the landscape treatment of streets with street trees along the sidewalks and in the traffic medians. The tree planting concept is congruent with other street planting plans prepared recently for the City, but elaborates further upon planting ideas for the downtown area.
2. The Clayton/Willow Pass Corridor is conceived as a major boulevard treatment providing a formal and stately entry and exit to the City. Likewise, Galindo Street gets a similar treatment because of its gateway and traffic characteristics.
3. The major Gateways to the downtown are located and treatments are suggested for their design.
4. The drawing shows the concept of Grant Street as a major pedestrian promenade extending from Todos Santos Plaza to the BART station. Grant Street would have special paving on its sidewalks and at its intersections. On-street parking would be eliminated in order to widen sidewalks and narrow the roadbed. Specially designed lighting, street furniture and public art would provide a festive character. The street would be lined with retail and restaurant activities. Grant Street could also be the route of a public shuttle service via a small jitney or streetcar.

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5. Suggestions are given for new public open spaces. Among the more important spaces are the BART plaza, the "Adobe Paseo" at the Associates Bank and Chamber of Commerce blocks, and the retail courtyards adjacent to Todos Santos Plaza.
6. Finally, the Streetscape Concepts map illustrates appropriate building footprint shapes for every block in the downtown. The footprints work with setbacks and with design guidelines to shape open space and streetscape.

DEVELOPMENT CONTROL CONCEPTS

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The Development Control Concepts map summarizes the zoning controls that apply to the downtown. The chief restrictions concern building height and setback.

The mandatory setback on both sides of Galindo Street is 20 feet. Clayton Road and Willow Pass Road have 25 foot setbacks west of Mira Vista. Concord Boulevard and Clayton Road have 10 foot setbacks between Mira Vista and Port Chicago Highway. Park Street, Colfax and East Streets also have 10 foot setbacks. All other streets have zero setbacks.

Tallest buildings may be in the vicinity of the BART station. Here the height limit is in accordance with controls set by Buchanan Airfield at 273 feet above mean sea level (MSL). This height applies to three and one half blocks, including the BART parking area to the northwest of the Concord Station. Three other height zones are indicated, including a 173 foot MSL limit in the Clayton/Willow Pass Corridor and a few other blocks, (also in accordance with controls set by Buchanan Airfield) and a 70 foot limit above grade elsewhere in the downtown. The blocks surrounding Todos Santos Plaza are further restricted to a maximum of fifty feet above grade, in order to match the height of Salvio Pacheco Square.

TRANSPORTATION CONCEPTS

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Downtown Concord will need a roadway system and a public transportation network to effectively handle traffic. A transportation plan and a construction program have been developed to respond to this need. Public funding sources for these improvements have been identified, but it will also take substantial funding commitments from the developers of the downtown properties to properly implement the program.

The study area used in the transportation analysis includes all of downtown concord and extends westerly to the Freeway 24 interchanges as shown on the table below:

Traffic Volumes - ADT
(Average Daily Traffic)

	1983	2000	Increase
Traffic Generated in Area	87,000	200,000	113,00 (130%)
Through Traffic	<u>88,000</u>	<u>107,000</u>	<u>19,000</u> (22%)
Total Traffic	175,000	307,000	132,000 (75%)

Downtown Concord has good transit services when compared to most other suburban centers in the Bay Area. BART attracts a significant number of transit trips to destinations outside the study area, but does not serve a large number of trips with origins or destinations within the downtown study area. With the construction of new offices in downtown concord, an increase in reverse commuting on BART can be expected which will help relieve street congestion. Downtown Concord is also well served by buses operated by Central Contra Costa Transit Authority. A major increase in bus usage to the downtown area will also reduce congestion and parking needs. There appears to be a good potential for reducing auto trips during peak hours by a transportation management program of staggered work hours, carpools, vanpools, and priority parking policies.

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Even with increased transit usage and a good transportation management program, the expected increase in automobile traffic will require the proposed major street improvements. The locations and types of improvements are shown on the map. In addition to these improvements, there will be minor modifications to some existing streets, such as removal of curbside parking, striping changes and traffic signal improvements.

Studies of arterial streets and freeway access were made to determine approximate costs of land acquisitions and construction. Funding is available from gas tax, federal aid and redevelopment sources to pay for part of these costs. All developers constructing projects in the downtown are charged an offsite street improvement fee which is applied toward the street improvement program. In addition, developers are required to build all the street improvements adjacent to their developments needed to handle traffic from the developments.

ART OPPORTUNITIES

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An important part of this manual is a public art program. The manual envisions that downtown Concord can be unique among cities in the region through a diligent effort to have a wide variety of public art. Artworks can be located outdoors along pedestrian ways, in public plazas, as well as in the courtyards, setbacks and plazas of private developments. Indoors, art can be located in lobbies and in other major public building spaces.

Publicly sponsored outdoor art in downtown Concord would be concentrated along Grant Street from the BART station to Todos Santos Plaza and from the plaza west along Salvio Street to Adobe Street. Within this area the paving, fixtures, lighting and equipment of the pedestrian ways could all be subjects of art competitions. In addition, specific works of art (e.g. sculpture, murals or constructions) could be purchased or commissioned for visually significant locations.

Important locations for publically sponsored art are at major gateways to the downtown. In some or all of these locations, art in the form of constructions, sculpture, lighting, or graphics could be used in conjunction with landscaping to create memorable entrances to the downtown.

The Concord City Council has envisioned that public and private buildings, constructed in the downtown, would provide indoor or outdoor public art as part of their development effort. Art works could occur in lobbies and other public indoor spaces, in exterior gardens, setbacks and similar outdoor locations. The subjects of such art may include traditional sculpture or painting, but may also extend to paving patterns and materials, wall murals, water features, hangings and other constructions.

The City of Concord is considering a "percent for art" program, wherein one percent of the construction budget of each development would be spent on public art. Such a program, often managed by a city Arts Commission or Board, has been established successfully in many American cities.

Publicly sponsored art could be acquired through direct purchase, direct commission, or as the result of design competitions. A major program can generate great excitement and civic interest and provide a continuing forum for discussion of the downtown environment.

BUILDING PRESERVATION

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This map represents the commitment to preserve the important heritage of Concord's built environment. The drawing depicts major new buildings which will exist for several generations: (1) Heritage I, (2) Heritage II, (3) Salvio Pacheco Square, (4) Bank of America, Concord Main Office; (5) Bank of America, Concord Center, and (6) Professional Office Building at Salvio and East Streets.

Of equal importance, it indicates old buildings which should not be destroyed, but rather preserved and enhanced: (1) TR's Restaurant Building, (2) Chamber of Commerce, (3) Restaurant Building at Galindo and Salvio Streets, (4) Associates Bank's Historic Adobe, (5) Pacific Telephone Switching Building, (6) Fire house at Willow Pass Road and Grant Street, (7) Veterans' Hall, (8) Church Buildings at Salvio and Colfax Streets, and (9) House at Salvio between East and Port Chicago.

A third category of preservation are buildings which should be moved into historic districts where they can be effectively utilized as elements in a complex of similar buildings: (1) Ivy House, and (2) Masonic Temple.

INTRODUCTION

URBAN DESIGN GUIDELINES

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The following Design Guidelines set forth standards to be used in the creation and public review of building and open space designs. The guidelines apply to private developers and their architects as well as to public sponsors who propose designs for the downtown. The guidelines are the most detailed design policy instruments that a community can create short of creating designs. The design guidelines sometimes give quantifiable standards, but more often they are qualitative and require judgment in their application.

The guidelines are a combination of recommendations specific to Concord and recommendations which are common to the design of urban areas throughout the western world. Guidelines such as "Historic Elements" and "Public Streetlighting" refer specifically to downtown Concord, whereas "City Outdoor Rooms" and "Base of Tall Buildings" are applicable to many urban environments.

The Design Guidelines are a manifestation of the community's intentions for its urban environment. They are a tool to be used by Concord public bodies: the Redevelopment Agency, the Planning Commission, and the Design Review Board, to evaluate proposals submitted to the City.

The Design Guidelines should not be a static body of standards, but rather should evolve over time as experience validates some guidelines over others, and as new situations require new guidelines. The body of guidelines need not necessarily be applied as a whole to all projects; particular guidelines and groups of guidelines will be relevant to particular projects or sites.

The use of Design Guidelines is not a substitute for design talent or good intentions on the part of a sponsor. The City must also communicate a desire to have the highest quality design professionals proposing environmental change in the downtown.

U R B A N D E S I G N G U I D E L I N E S

The design guidelines each have a statement of the guideline followed by a discussion of its purpose, nature and application. Many of the guidelines have one or more diagrams to illustrate design ideas. The title of the guidelines are:

HISTORIC ELEMENTS
BUILDING CONTEXT
BUILDINGS FACING TODOS SANTOS PLAZA
CITY OUTDOOR ROOMS
DEFINITION OF PLAZAS
BUILDING SETBACKS
BASE OF TALL BUILDINGS
BULK OF TALL BUILDINGS
COLOR OF TALL BUILDINGS
BUILDING MATERIALS
BUILDING SIGNAGE
STREET LEVEL USES
SIDEWALK LANDSCAPE
ARCADES AND COLONNADES
SIDEWALK CANOPIES
STREET HARDSCAPE
STREETLIGHTING
PRIVATE EXTERIOR LIGHTING
WATER FEATURES
ART IN PUBLIC SPACES
PARKING STRUCTURE HEIGHT
PARKING STRUCTURE TREATMENT
PARKING STRUCTURE ROOFS

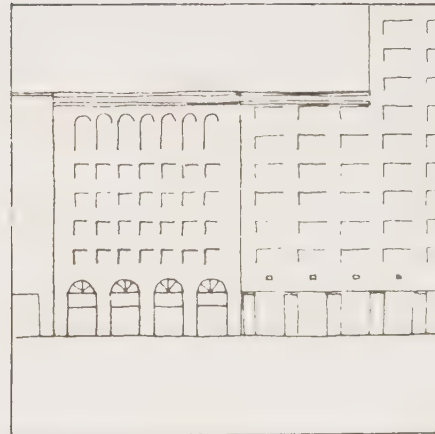
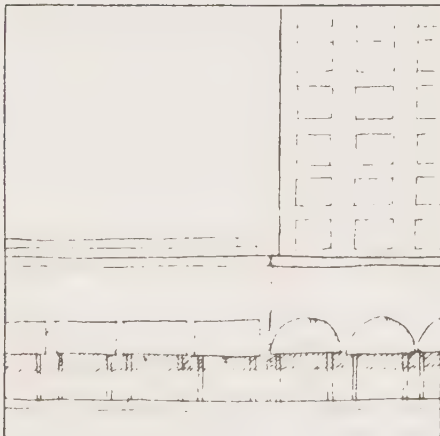
BUILDING CONTEXT

New buildings should be compatible with existing buildings adjacent to them. Architectural devices can be used to provide transitional treatment between the old and the new. Such devices may include matching cornice lines, continuing a pattern of wall openings, using similar materials and relating overall building proportions.

DISCUSSION:

The existing buildings of a city are references for the new ones. To the extent that the height, scale, and texture of the new buildings can respond to what is already there, the city is continuously knitted together. Conversely, the constant or blatant disregard of the existing building pattern tends to fragment the city and reduce its coherence.

The scale of modern buildings can often be very different from those which are existing. Therefore, this guideline cannot be applied arbitrarily or dogmatically, but must be used with sensitivity and discretion.

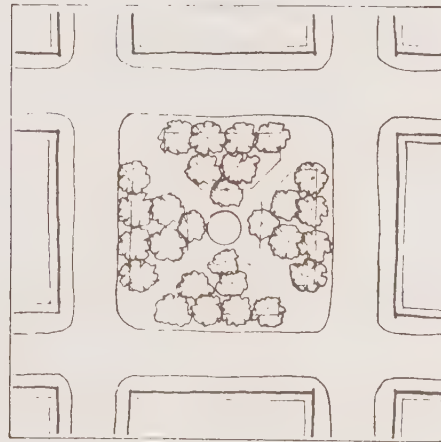
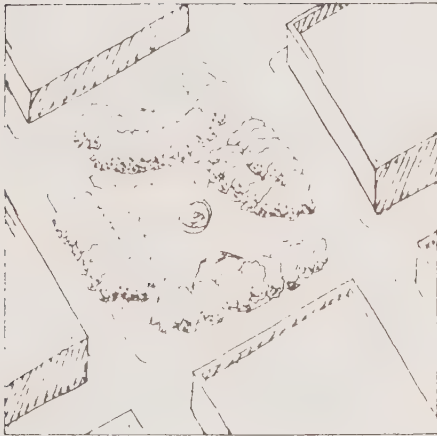


BUILDINGS FACING TODOS SANTOS PLAZA

Buildings facing Todos Santos Plaza should have essentially continuous facades for the full length of the frontages which bound the Plaza. The cornice line should be generally constant, minimally interrupted by breaks or changes in height. Buildings on these sites should match the height of Salvio Pacheco Square and in no case be less than thirty feet in height.

DISCUSSION:

Todos Santos Plaza is the historic core of downtown Concord. As such, rigorous attention should be given to controlling and guiding the form of development around it. This guideline speaks to the height of buildings around the plaza and to unbroken facade lines, in order to give strong definition to the Plaza.

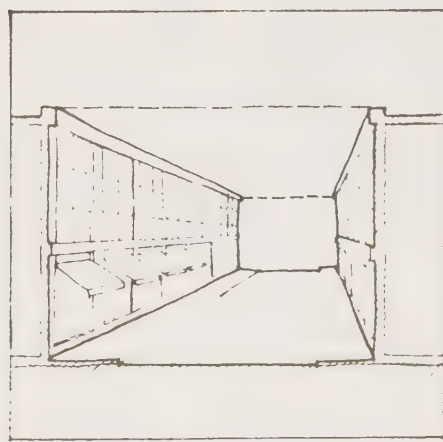
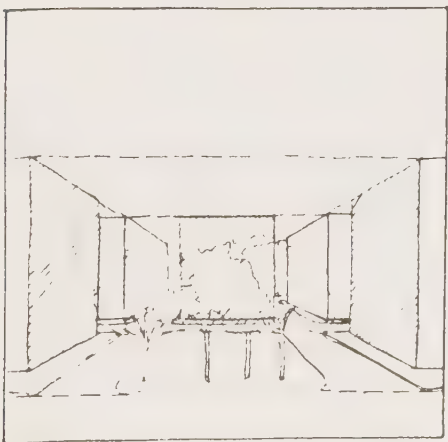
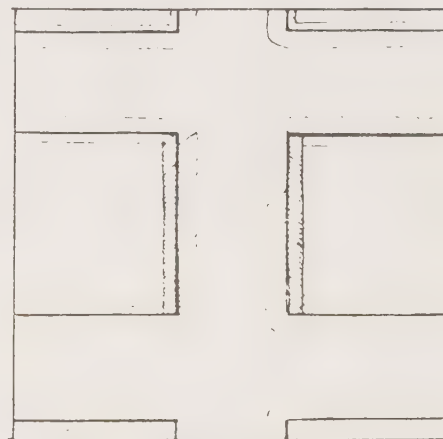
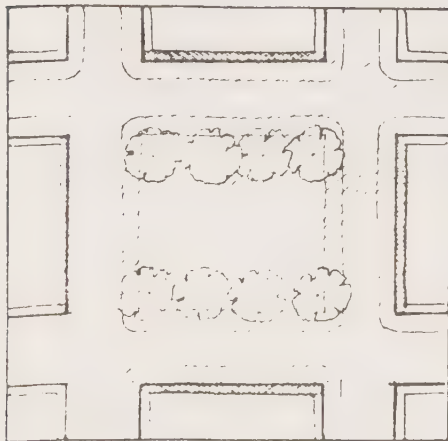


CITY OUTDOOR ROOMS

Streets are the city's outdoor rooms. Building facades should be designed to perform a civic role as the walls of the city's outdoor rooms. Facades should be designed to be compatible with nearby buildings and to carefully reflect the nature, size, and character of outdoor rooms, which vary from narrow streets to large urban open spaces.

DISCUSSION:

This guideline is intended to remind designers that the exteriors of their buildings have a larger role than just reflecting the interior functions. The facades are part of the public realm of the downtown, and in fact, are the walls of the public spaces. It is not possible to specify what this role may require of a particular building facade in a particular place. The intention of this guideline is to remind designers of this critical aspect of their building's design and to challenge them to step outside their project and consider its context.



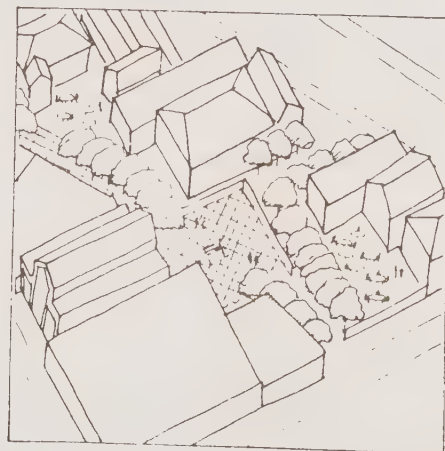
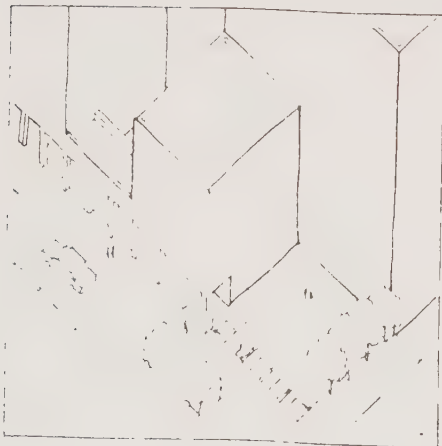
DEFINITION OF PLAZAS

Plazas and courtyards should be defined on at least three sides with buildings, walls or landscaping.

DISCUSSION:

Open spaces, plazas and courtyards in cities take their definition from the strength of their edges. If the edges are weak, the spaces seem to be amorphous or to lack focus. The most memorable and most successful open spaces are those that are defined most strictly by the facades of buildings, bosques of trees, garden walls, arcades or other elements having strong character and clear geometries. Examples of historically successful spaces of this type are Piazza San Marco in Venice, Rockefeller Plaza in New York, and Union Square in San Francisco. Concord has fine examples in Todos Santos Plaza and the courtyard of Salvio Pacheco Square. It is difficult to think of any successful urban spaces that lack this definition. In fact, it seems that without such definition we tend to not recognize that the space exists.

Space definition and enrichment within open spaces can be achieved by the use of landscape, hardscape and water features. Fountains, pools and defined waterways can be combined with planting and pavement areas to visually and functionally enliven urban open spaces. Attention should be given to the patterns of sunlight and shadow that are created in the open spaces by the defining elements.

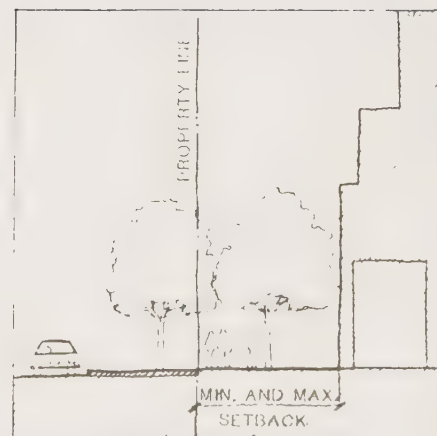
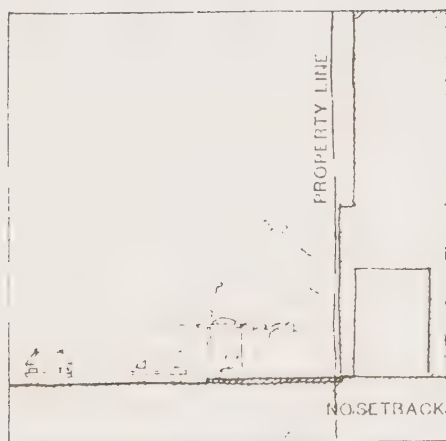


BUILDING SETBACKS

Required building setbacks from property lines, as set forth in the Zoning Ordinance for the Downtown Business District, should be considered maxima and minima. Building street facades should be at the setback lines for at least the first forty feet of their height.

DISCUSSION:

The intention of this guideline is to control the streetscape and give definition to street space. The guideline provides for a constant forty foot height at property lines and setback lines where buildings are at least forty feet tall. Above that height, buildings may rise vertically, step back, or otherwise vary in shape and distance from the setbacks. The establishment of a forty foot cornice line serves to integrate the architecture of downtown.



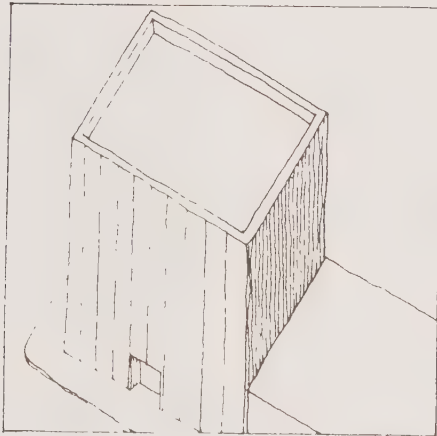
THE BASE OF TALL BUILDINGS

The base of tall buildings should be designed to relate to streetscape and the needs of pedestrians.

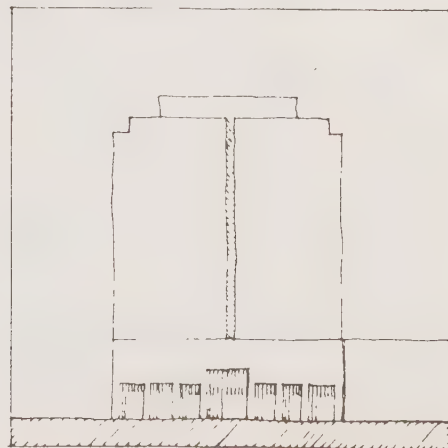
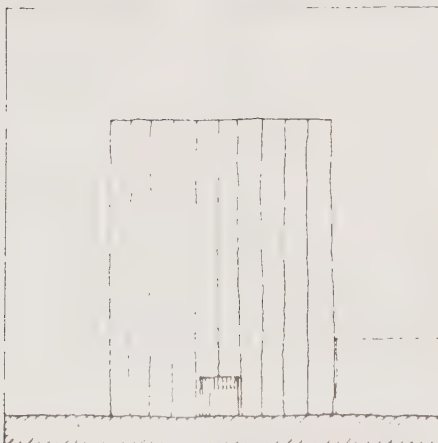
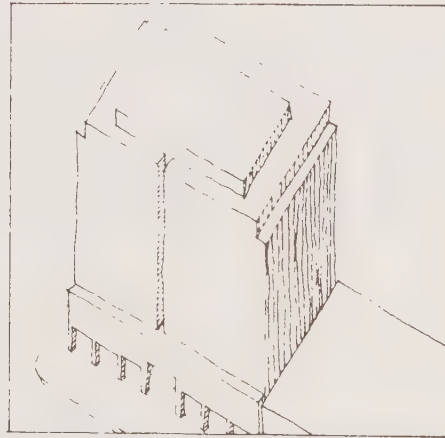
DISCUSSION:

The base of tall buildings, usually the first two or three floors, are experienced by pedestrians at close range. The base of a building belongs to the streetscape, not to the skyline. The lower floors should reflect this fact in design solutions which emphasize color, texture and other visual interest at pedestrian scale. This is the place for colonnades, awnings, rich materials, signs, special amenities, and small scale design devices. This is not the place for the more generalized curtain wall patterns that often make up the upper stories of tall buildings.

UNDESIRABLE



DESIRABLE



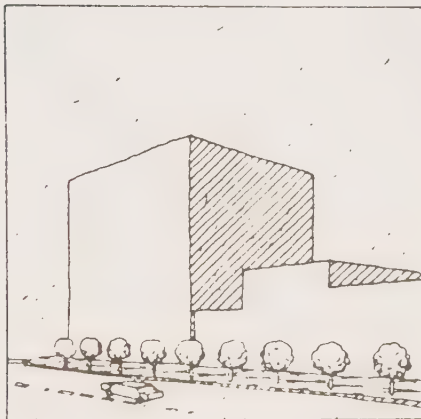
BULK OF TALL BUILDINGS

The bulk of high buildings should be minimized through articulation of the mass with off-sets, changes of plane, stepped terraces, and other such architectural devices.

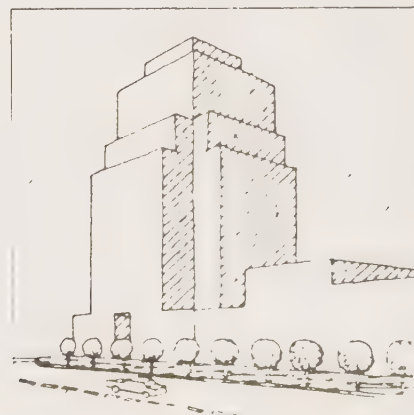
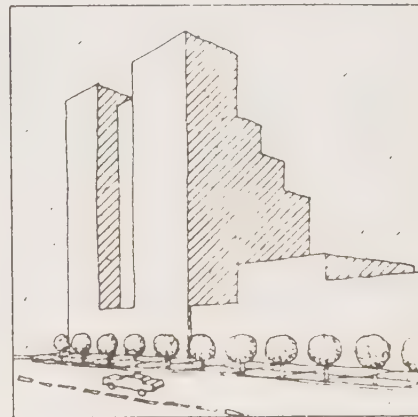
DISCUSSION:

Tall buildings, particularly the recent generation of office buildings with large areas per floor, can appear to loom over the city due to their bulk. Bulky buildings can block views to hills around the city and block sunlight to plazas within the downtown. These effects can be mitigated, if not eliminated, by design strategies that attempt to break up the mass by the use of off-sets and methods to articulate the wall planes of buildings. The tops of these buildings should also be given special design consideration because they become features of the city skyline.

UNDESIRABLE



DESIRABLE



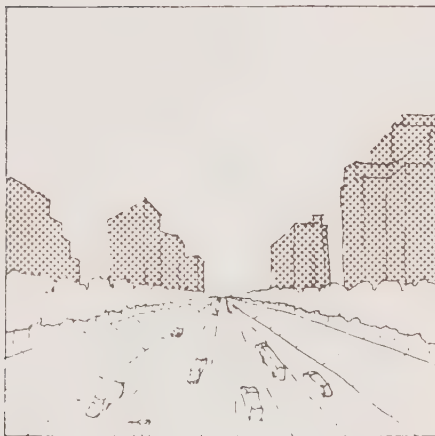
COLOR OF TALL BUILDINGS

Light to medium values of color should be used on tall buildings.

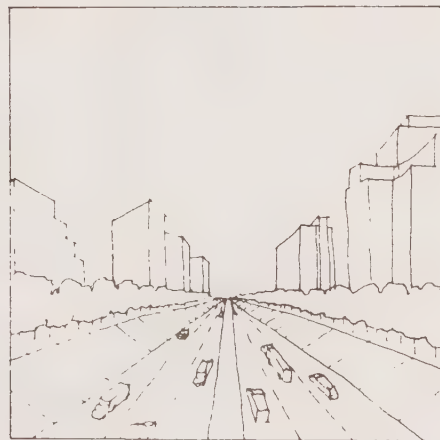
DISCUSSION:

Dark buildings on the skyline appear ominous and more massive than they may actually be. Dark colors absorb light and increase heat gain. Conversely, lighter shades of color on tall structures can visually reduce their mass, make the city appear more cheerful, and help reduce cooling loads.

UNDESIRABLE



DESIRABLE



BUILDING MATERIALS

DISCUSSION:

Glass and glazing in wall systems should be used carefully with other exterior materials. Special attention should be paid to glass color and reflectivity, glazed opening sizes and frames, as well as changes of plane between glass and other exterior materials. Curtain walls, which are glazed for more than fifty percent of their surface area, are discouraged.

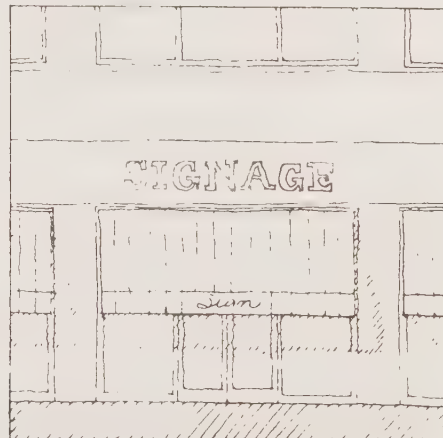
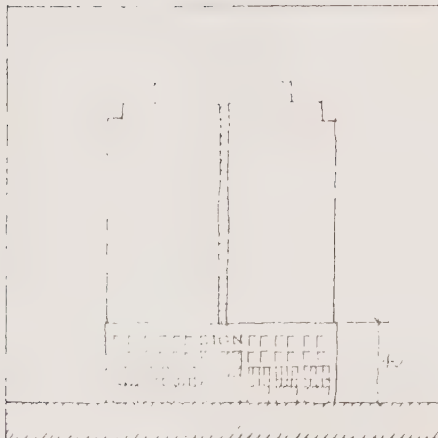
BUILDING SIGNAGE

Signs on building facades should be limited to the first forty feet in height above street level. Building identification signage should be integrated with the design of building entrances and retail signage should adhere to a design program for a building's storefronts.

DISCUSSION:

Signs located above the first few levels of a building facade are often an advertisement for the distant viewer rather than an informative and vital part of a streetscape. In order to be seen by the distant viewer, the size, color and lighting of building signs are often out of character with the building facade and detrimental to the city skyline.

Signage can add vitality to a streetscape or a plaza when incorporated in building facades at the first few levels above the street. Retail shops, walk-in offices, public entrances, and building names can provide an exciting mix of signs to be seen by pedestrian and vehicular passers-by. However, it is important that design of signage be controlled at a project scale, so that it relates to specific building design and to streetscape. To achieve design control, developers and their architects can require specific designs and locations for tenant signage or they can create a signage rule system for inclusion in tenant leases.



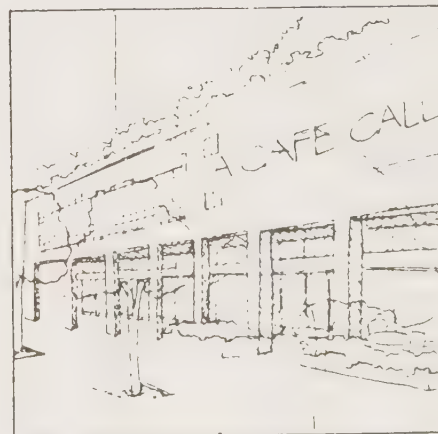
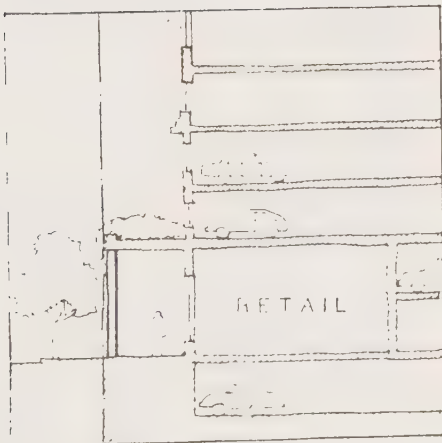
STREET LEVEL USES

Retail stores, restaurants, services, and other high intensity pedestrian uses should be placed on the ground levels of all buildings fronting major pedestrian streets, including parking structures.

DISCUSSION:

The ground floors of buildings should have the most active uses. The ground level is where people are walking and driving and where people expect to find the goods and services they need. If the street frontages are active, then the city is vibrant. Conversely, blank facades, solid walls, open parking garages and nonactive uses at grade level produce dull and dangerous places.

Not every street can be lined with shops, but streets like Grant, Salvio, Mt. Diablo, and Willow Pass should have a preponderance of retail activity. Secondary and minor pedestrian streets may only have retail activities at the corners or occasionally at important places in the middle of the block. Certain kinds of office spaces, such as insurance brokers, travel agents, and related services are also appropriate in locations where retail stores may not be economically possible.

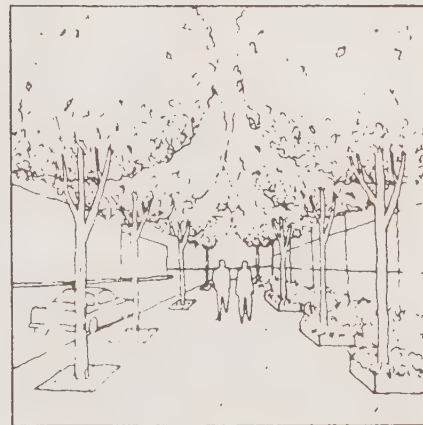
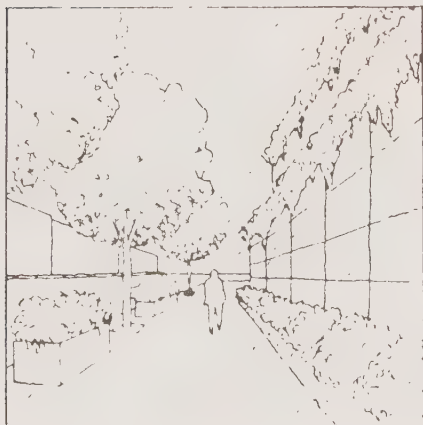
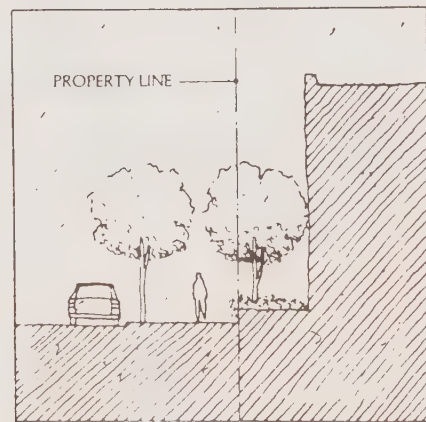
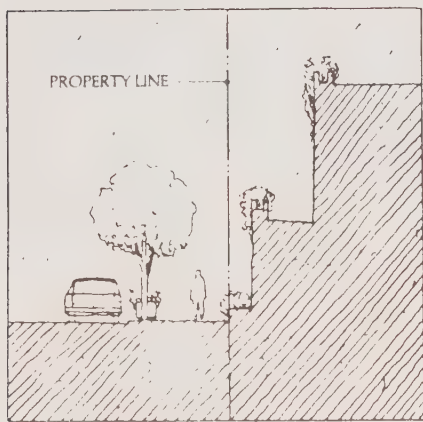


SIDEWALK LANDSCAPE

On streets where ground floor retail or office uses are not economically possible or appropriate, pedestrian ways should be enhanced with setbacks, planting, artworks, and other special treatments.

DISCUSSION:

Major arterials and minor streets may have significant pedestrian traffic even though there are few shops or restaurants located along them. Pedestrian comfort and civic amenity should therefore remain as a prime design consideration. Amenities along pedestrian ways could occur at various levels and landscaping could include ground covers, shrubs and trees.

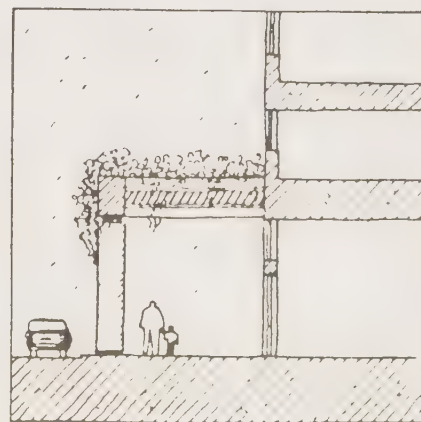
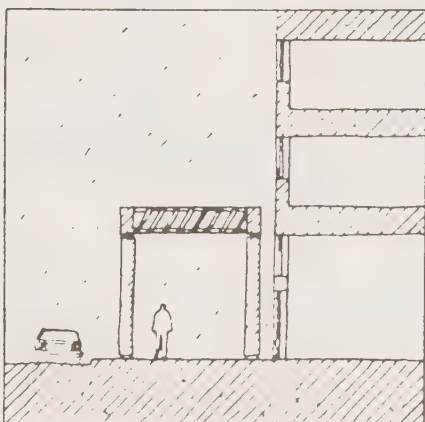
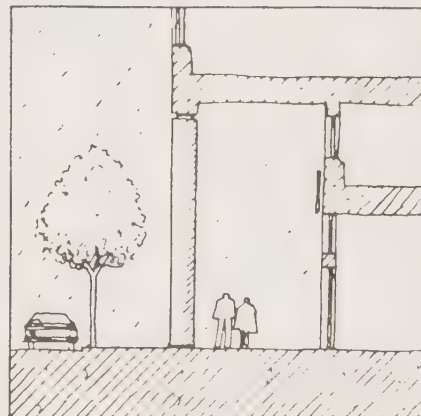
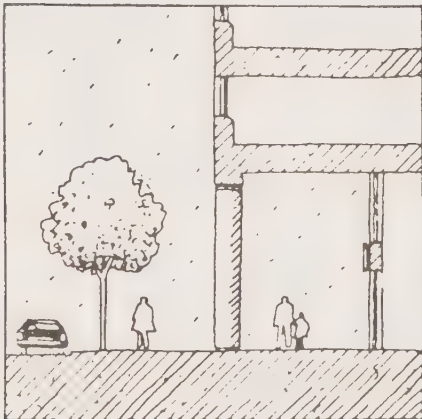


ARCADES AND COLONNADES

Pedestrian areas and sidewalks should be enhanced by utilizing buildings arcades, colonnades, and shade structures wherever possible. The map in the "Development Control Concepts" section of this manual indicates mandatory locations of continuous street level colonnades on Grant, Salvio, and Galindo Streets.

DISCUSSION:

The quality of a city's design is determined to a great extent by how it is experienced by pedestrians. In Concord where the climate is warm and sunny, pedestrian comfort can be greatly enhanced by architectural devices at the first story of buildings such as covered arcades, colonnades and trellises. These devices not only provide weather protection, but also bring appropriate scale to shopping and business activities, highlight retail goods and services, and generally produce an environment of comfort, enjoyment and civic pride.

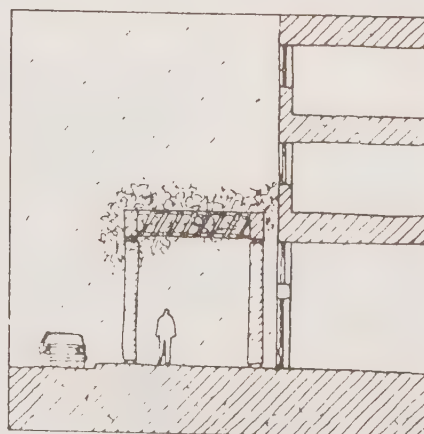
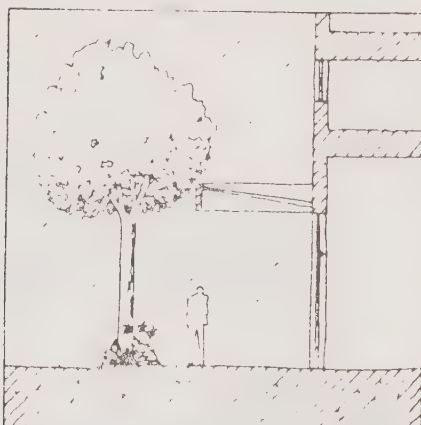
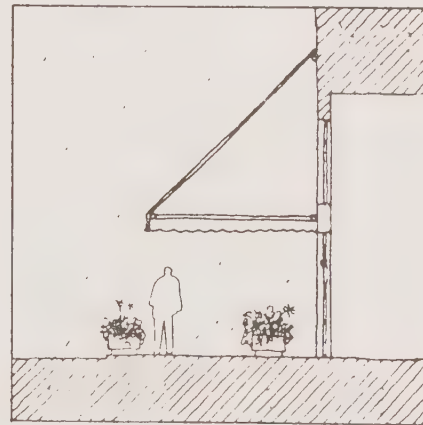
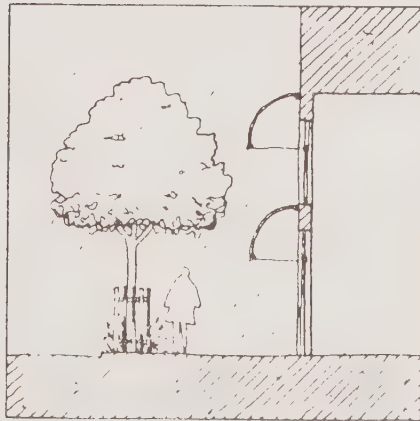


SIDEWALK CANOPIES

In locations where building arcades and colonnades are inappropriate because of the nature of the street or the activity, pedestrian areas and sidewalks should be enhanced with awnings, trellises, landscaping and other means to create full or partial canopies over pedestrian ways.

DISCUSSION:

Not every street has the activity or importance to justify making major architectural gestures such as arcades or colonnades. But even minor building frontages should address the sidewalks with the pedestrian and the streetscape in mind. The use of awnings over entrances, decorative features on walls, landscaped planters, trees, and similar treatments are small ways in which the streetlife and appearance of the City can be made attractive and vital. In general, metal awning covers are discouraged and fabric awning covers are encouraged.



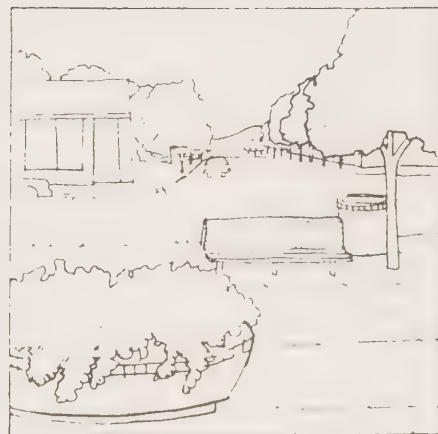
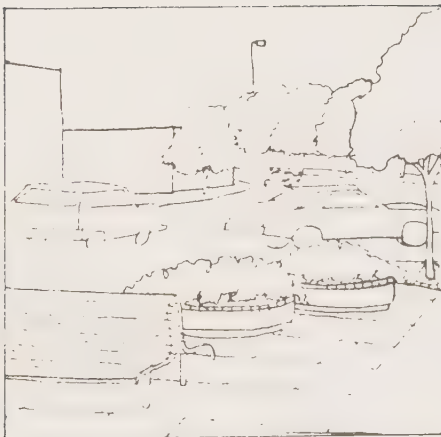
STREET HARDSCAPE

Recently installed hardscape elements around Todos Santos Plaza, such as planters, pavers, bollards, and benches, should be used for streets in the larger downtown area, encompassing the BART Station and Galindo Street. Street hardscape should be used along with other streetscape elements, such as colonnades and landscaping, to unify the BART Station and Todos Santos Plaza areas into one downtown. The current elements should be expanded to include bus shelters, newsstands, information kiosks and the like.

Private projects adjoining public street and plazas should use hardscape elements which are identical or at least complimentary to public streetscape elements.

DISCUSSION:

The design of streetscape is of critical importance to the quality of downtown. This guideline is meant to promote continuity between parts of the downtown. Building heights and styles may vary from place to place in downtown Concord, but hardscape elements of an urban streetscape can supply part of the "glue" that holds the district together.

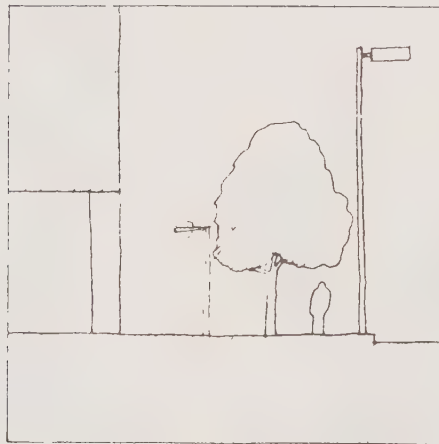


STREETLIGHTING

The two types of streetlights currently around Todos Santos Plaza should be used throughout the larger downtown area, including the BART Station area and Galindo Street.

DISCUSSION:

All public street and pedestrian lighting in the downtown should be compatible in style, fixture color, and lamp color. The idea is to unify the downtown and give it identity as a special place. The two types of fixtures recently installed around Todos Santos Plaza have dark blue standards and sodium vapor lamps. Public fixtures installed in other sections of the downtown should be identical to or compatible with these fixtures.



URBAN DESIGN GUIDELINES

PRIVATE EXTERIOR LIGHTING

Within private building projects, exterior lighting for pedestrian areas, building facades, landscape elements and design features should be complimentary in style, color, and lamping to public street and pedestrian lighting.

DISCUSSION:

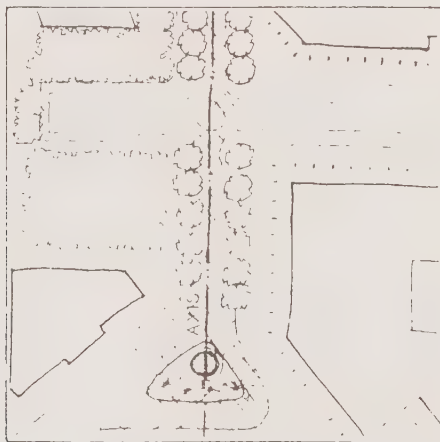
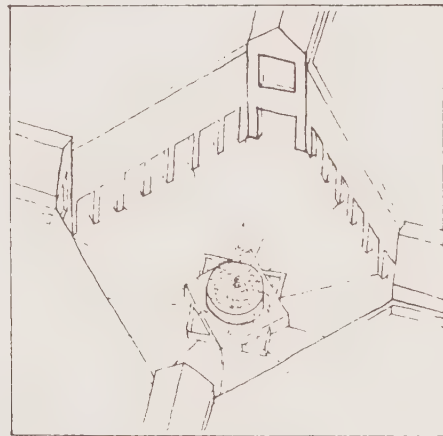
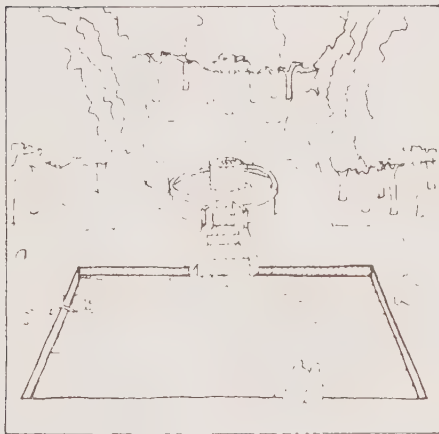
The purpose of this guideline is to have an abundance of high quality outdoor lighting to give the downtown vitality and sparkle at night. Each project must share in this enterprise. It is not always necessary to duplicate the fixtures and fixture colors provided by the City, but fixtures proposed must work effectively with the lighting of public spaces.

WATER FEATURES

Water features such as pools, sprays, fountains, and sculptures should be provided in outdoor public spaces. Water features should not be isolated elements in the landscape, but rather should be integrated functionally and visually with the overall design of plazas and courtyards.

DISCUSSION:

Water seems to be a universal "good" as a part of public outdoor space. People respond positively to pools, fountains and other water features. In addition, running water provides acoustical masking of traffic noise and evaporative cooling for hot weather. Water features are also a traditional element in early California architecture.

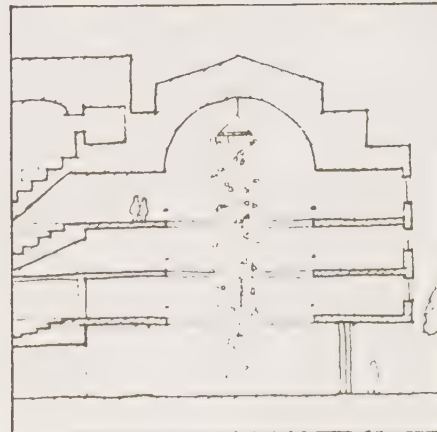
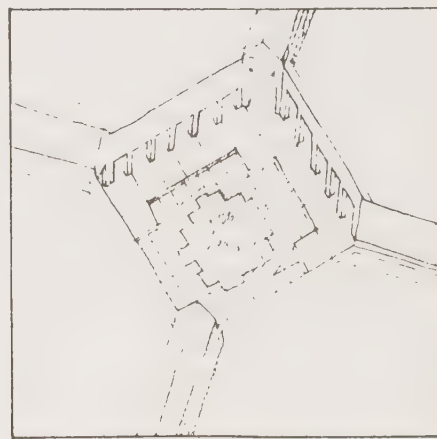
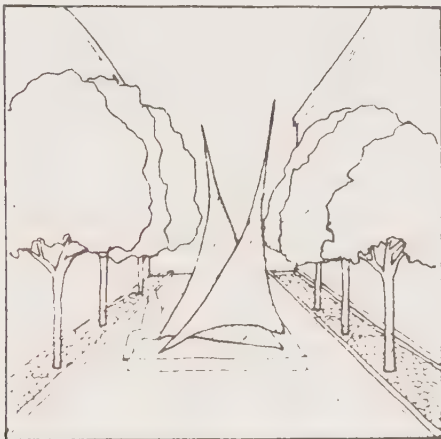


ART IN PUBLIC SPACES

Works of art should be included in the development of all indoor and outdoor public spaces. Murals, hangings, mosaics, sculpture, flags, banners, light and water events are types of artwork which would increase the usage and enjoyment of downtown public spaces.

DISCUSSION:

It is the intention of the City that public art become a main feature of downtown Concord. Various programs may be established which could provide works of art within publically used spaces of both privately and publically funded building projects. The purpose of this guideline is to alert building sponsors that art should be a part of at least the public portions of their projects.



PARKING STRUCTURE HEIGHT

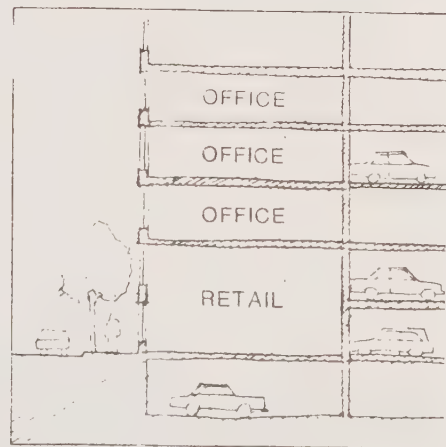
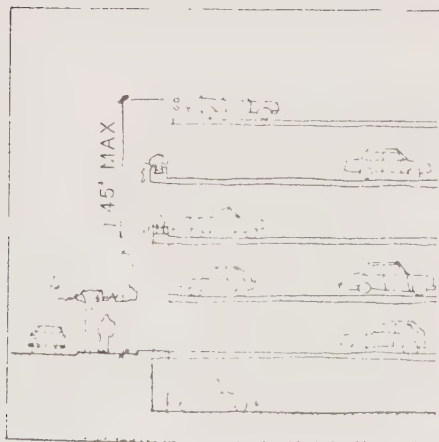
Parking structures should be as low as possible, especially at street edges. The height of parking structures should not be greater than forty-five feet above grade, or, five parking levels above grade. If a parking structure is surrounded for at least its full height by non-parking uses, then the parking structure may be higher than forty-five feet.

DISCUSSION:

Parking structures are a necessary convenience for the life of a downtown; however, their visual impact should be minimized to the greatest extent possible. The major public views of buildings by pedestrians and motorists are from the street, and therefore the primary area of visibility of parking structures is at street edges. Structured parking can be built underground and enclosed within buildings to minimize its visibility from the street.

Underground parking levels may be added to the maximum of five parking levels permitted above grade to make a larger overall structure. For example, with three underground levels and five above-grade levels, eight total levels of parking are possible.

If parking levels above grade are enclosed within a building or building complex, then there is no parking height restriction. The building enclosure at the street edges of a parking structure can include retail, office, housing and other non-parking uses.



PARKING STRUCTURE TREATMENT

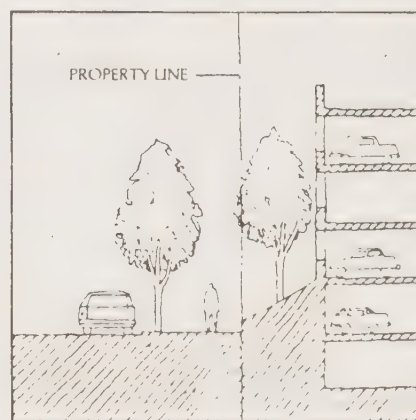
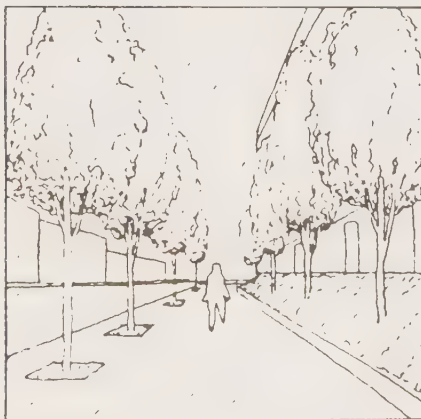
Parking structures should be visually enhanced with design treatment that improves their appearance and minimizes their bulk. Exterior materials should be harmonious with surrounding buildings, especially adjacent buildings of the same development project.

DISCUSSION:

The architectural treatment of parking structures is important for the downtown streetscape, since parking structures are primarily seen by street level pedestrians and motorists. The most effective treatment is to place retail shops along street frontage with colonnades, awnings and controlled retail signage enriching the grade and second levels.

Landscaping is also effective. If a structure is set back from the property line, then berms, trees and climbing plants along the street can screen views of open parking garages. If built at the property line, planters along floor edges and stepped back upper floors can improve appearance and reduce apparent size. Planting on the top level softens a structure's top edge as seen from the street.

Exterior openings and materials should be compatible with buildings in the same development project and should fit with surrounding architecture. Features such as windows, cornices, and one or two storey colonnades can help achieve the compatibility. Openings for vehicular access should avoid crossing major pedestrian paths.



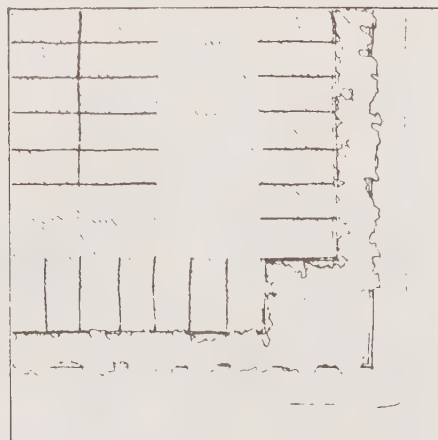
PARKING STRUCTURE ROOFS

If roofs of parking structures are visible from tall buildings, elevated highways or BART tracks, then the roofs should be treated to enhance their appearance.

DISCUSSION:

Planting, lighting, shade devices, and paving are the major elements that can be used to improve the visual quality of roofs. The use of planters at the edges of the structure, planted with trees and shrubs, can soften the image of the roof, while providing needed shade for pedestrians and parked cars. Trellis structures can be added to offer additional shade and amenity. Paving can be enhanced with patterns or color to break up large surface areas. Good lighting is necessary for safety, but can also be a visual amenity.

This guideline can apply to parking structures below grade as well as above grade. The roof of a structure which is totally below grade is often an urban public open space. As such, the roof should be treated as a plaza or courtyard with definition, planting and hardscape of a quality befitting its urban public role.



DESIGN REVIEW PROCESS

DESIGN REVIEW OF DEVELOPMENT PROJECTS; RECOMMENDED PROCESSES AND REQUIREMENTS

The Urban Design Manual for
Concord, California

PRLIMINARY DRAFT

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985

Design review for the Central Redevelopment Project Area of Concord, California, is performed by the Agency, assisted by the Design Review Board. To a lesser extent, the Agency receives assistance from the City Planning Commission and professional consultants. Review of individual projects occurs at several stages in the design process, with Agency decisions resulting from the interaction of project development entities, the Design Review Board, design professionals, Agency members and staff. Design review submissions are to be made to the Concord Redevelopment Agency.

Design review focuses attention upon architectural, planning and urban design issues within the processes of city redevelopment. Many people with varying agendas and schedules are involved in planning and implementation of downtown development projects. In large projects the complexity can be staggering, the duration long and the actors numerous. In order to have an efficient process which can ensure excellent design quality, both of individual projects and of the total downtown environment, the Design Review Process has been established to continuously assess design issues from project inception to completion.

Some projects do not require design review and some require a limited review process. Development entities should check with the Agency to determine the extent of design review requirements for each proposal. For example, renovation projects with no spaces or surfaces accessible or visible to the public are exempted from design review. Small projects, such as retail tenant remodeling and projects with minimal exterior and public interior work, require limited design review.

PRELIMINARY DRAFT

DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985
Page 2.

The review process consists of five stages of review with a milestone approval at the end of each stage. The stages correspond to phases of standard architectural design process, from first concepts to final construction. The first milestone is at the end of Conceptual Design, which can be considered midway through the Schematic Design phase. The second milestone is at the end of the Schematic Design phase. The third is at the completion of the Design Development phase, the point at which all major design and cost decisions should have been made for a project. The milestone for the fourth stage is at the end of Construction Documents, prior to the City's issuance of the Building Permit. The fifth milestone is at the end of construction, prior to the City's issuance of the Certificate of Final Completion and Occupancy.

For projects requiring Agency financial assistance, the second milestone approval is a requirement for the signing of the Disposition and Development Agreement (DDA) between the Agency and a Developer. The second approval and the process for the third, fourth, and fifth approvals are incorporated in the DDA as an Agency requirement of the Developer.

The scale of drawings for design review submissions are listed for each stage. The drawings may be at either 100% or 50% of the listed scale, with the limitation that perspective drawings must have an image which is at least 9" by 12".

PRELIMINARY DRAFT

DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency

April 1985

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STAGE I: CONCEPTUAL REVIEW

The review of the first design submission to the Agency is the Conceptual Review. The Conceptual Review should correspond approximately to 50% completion of a project's Schematic Design phase. The submission requirements include the following:

1. Site plan at not smaller than 1:1200 scale (1"= 100').
2. Ground floor plan with proximate site area at not smaller than 1:600 scale (1"= 50').
3. Above and below ground floor plans at not smaller than 1:600 scale (1"= 50').
4. At least two project sections and two elevations at not smaller than 1:600 scale (1"= 50').
5. One exterior perspective drawing from a street level viewpoint, a two-point constructed perspective with the image contained within a 60 degree cone of vision.
6. Tabulation of areas of major exterior and public interior spaces and tabulation of parking spaces by size and type of space.
7. Dimensions of site, parking areas, buildings and setbacks.

PRELIMINARY DRAFT

DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency

April 1985

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STAGE II: PRELIMINARY REVIEW

The Preliminary Review submission is a set of completed Schematic Design materials, including the required items listed below. If there is a DDA between the Agency and a Developer, the approved design is included as part of the agreement. The submission requirements include:

1. Model at 1:1200 scale (1"= 100') to fit into the Redevelopment Agency's model of the Redevelopment Area.
2. Site plan at not smaller than 1:600 scale (1"= 50').
3. Ground floor plan with proximate site area at not smaller than 1:200 scale (1/16"= 1'-0" is the same as 1:192).
4. Above and below ground floor plans at not smaller than 1:200 scale.
5. At least two project sections and two exterior elevations at not smaller than 1:200 scale.
6. Two exterior perspective drawings, at least one of which has a street level viewpoint, and, if applicable, one perspective drawing of a major interior public space. The perspectives shall be constructed, two-point drawings; the interior can be a one-point or two-point. The drawing images shall be within a 60 degree cone of vision.
7. Tabulation of areas of major exterior and public interior spaces and tabulation of parking spaces by size and type of space.
8. Dimensions of site, parking areas, buildings, setbacks, exterior spaces and major public indoor spaces.
9. Material and color selections for exterior walls, exterior hardscape, and walls and floors of major interior public spaces.
10. Plant selections for the landscape design.
11. Outline specifications.

PRELIMINARY DRAFT

DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985
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STAGE III: FINAL REVIEW

Final Review occurs at the end of the Design Development phase of architectural design, at which time all the major design and cost decisions for a project should have been made. The design submission for Final Review includes a completed set of the Architect's Design Development materials, which update and supplement the Preliminary Review requirements:

1. Update Stage II: Preliminary Review model requirement.
2. Update Stage II: Preliminary Review site plan requirement.
3. Update Stage II: Preliminary Review ground floor plan requirement.
4. Update Stage II: Preliminary Review requirement for floor plans plus: roof plan(s) at not smaller than 1:200 scale (1/16"= 1'-0" is the same as 1:192).
5. Update Stage II: Preliminary Review section and elevation requirement plus: two project sections and all remaining exterior elevations at not smaller than 1:200 scale.
6. Update Stage II: Preliminary Review perspective drawings requirement.
7. Update Stage II: Preliminary Review requirement for tabulation of areas and parking spaces.
8. Update Stage II: Preliminary Review dimensions requirement.
9. Update Stage II: Preliminary Review material selection requirement plus: material and color boards of exterior walls, exterior hardscape (at the ground plane, at visible roofs and at usable roof decks), and major interior public spaces, including a mock-up panel for each of the major exterior wall treatments of the project.
10. Update Stage II: Preliminary Review landscape requirement plus: landscaping site plan, floor plans, sections and elevations at not smaller than 1:200 scale, including hardscape, lighting, equipment, furnishings, and planting schedules for on-site and off-site improvements.

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DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985
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11. Update Stage II: Preliminary Review outline specifications requirement, making detailed outline specifications for the project.
12. Reflected ceiling and soffit plans of exterior and major public interior spaces at not smaller than 1:200 scale. Spaces such as arcades, colonnades, lobbies, malls, courtyards, and gallerias should be included.
13. Interior elevations of major public interior spaces at not smaller than 1:200 scale.
14. Graphics and signage: location plans, schedules, and samples or manufacturer's literature for exterior and interior public spaces including parking garages.
15. Lighting schedules with samples or manufacturer's literature for exterior and interior public spaces including parking garages. Lighting locations are to be shown on landscape plans, reflected ceiling plans and elevations.

PRELIMINARY DRAFT

DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency

April 1985

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STAGE IV: DESIGN CHECK

The Design Check is to be performed with the City Building Department's Plan Check and both document checks are to be used as the basis for issuing a Building Permit. Construction Documents for a development project are completed by the project's Architect and checked by the Agency for conformance with the Final Review of Stage III. Changes from Final Review made during the Construction Documents' design phase are reviewed and, after the documents are approved, are given to the Building Department for plan check approval and issuance of a Building Permit. For a development with multiple, phased construction contracts, several Building Permits might be issued, necessitating a Design Check for each permit.

Submission requirements for the Design Check are a complete set of Construction Documents for the construction work being considered, in addition to clarification drawings and text for changes in the design since the Final Review of Stage III.

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DESIGN REVIEW PROCESS

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985
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STAGE V: CONSTRUCTION CHECK

Issuance by the City of the Certificate of Final Completion and Occupancy for a development project is contingent upon a Construction Check and approval by the Agency. Change orders will be reviewed and site visits made by the design reviewers to facilitate the Construction Check approval of the development.

Submission requirements for the Construction Check include construction Change Orders which affect the appearance or use of the exterior and public interior portions of a development, in addition to as-built documents. Clarification drawings and text will also be supplied to the Agency, if requested, to help explain design changes made since the Design Check of Stage IV.

For projects over 50,000 square feet of built floor area, design review will include approval of a full-scale mock-up of the major exterior wall system, built on the project site. The mock-up will include the actual materials, finishes and colors to be used on the project. Approval will be necessary before construction of the exterior wall system commences.

RETAIL OPPORTUNITIES

The Urban Design Manual for
Concord, California

PRELIMINARY DRAFT

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985

This map indicates street level locations that should be reserved for retail shops, restaurants and other high intensity pedestrian activities. The intention is that the blocks surrounding Todos Santos Plaza and the extension of Grant Street to the BART station be prime retail areas. Likewise, Salvio Street and Willow Plass Road are important retail and pedestrian streets.

MAXIMUM OFFICE OPPORTUNITIES

The Urban Design Manual for
Concord, California

PRELIMINARY DRAFT

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985

Market analysis indicates that downtown Concord could attract as much as four million square feet of new office development by the end of the century. This figure includes the Bank of America project and the Tishman project, which together have approximately 1,800,000 square feet.

The market for office space in the Willow Pass/Clayton Corridor is an additional approximately one million square feet for the same period. This includes the Seeno project, which will have about 540,000 square feet when completed.

This map shows many sites for new office developments. It does not recommend office developments for all sites, rather it depicts maximum potential for office development. Many of the sites could be equally valid for residential or hotel activities.

MAXIMUM HOUSING OPPORTUNITIES

The Urban Design Manual for
Concord, California

PRELIMINARY DRAFT

Written by the ELS Design Group
For the Concord Redevelopment Agency
April 1985

Housing should be an important part of the downtown. It provides around-the-clock activity and a sense of stability that is important for the heart of the City. Residents who live downtown gain the benefit of its many commercial and cultural attractions.

Not every site in the downtown is appropriate for housing. This map illustrates possible sites that are suitable, which represent a maximum number of downtown housing parcels. Some of the sites could be equally appropriate for office or hotel development. In most downtown housing developments, the street level should have retail uses. The residential densities in the core area should be among the highest permissible. The attached chart provides a summary of the densities and dwelling unit counts for each of the potential projects.



PRELIMINARY DRAFT

MAXIMUM HOUSING OPPORTUNITIES

Written by the ELS Design Group

For the Concord Redevelopment Agency

April 1985

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Block	Acres	D.U. (+ retail space)	D.U. per Acre	Height
1. H-H: on Galindo West of Perma-Built	4.15	362 (+22,000 SF Retail)	87	60'
2. P-P: at Willow Pass & Clayton w/Fry's Mkt.	6.7	638 (+160,00 SF Retail)	95	60' + 3 towers @ 90'
3. C-C: Water Co. w/Hotel on Galindo	2.7	266 (+37,000 SF Retail)	99	60'
4. G: east of Todos Santos with church	1.3	178 (+33,000 SF Retail)	130	60'
5. M: on Grant St. w/Tishman Pkng. on east side.	.83	312	376	164'
6. E: West of Todos Santos Plaza	2.07	120 (+60,000 SF Retail)	58	45'
7. I: South of Todos Santos Plaza	2.07	120 (+60,000 SF Retail)	58	45'
8. U ₂ - BART Northwest of Station	4.13	500 (+30,000 Retail)	120	100'

2,506 D.U.
Total